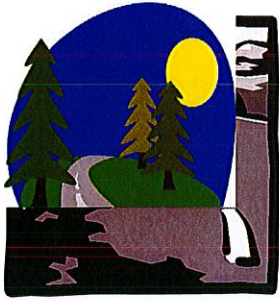


CHAPTER 1 INTRODUCTION



The City of Bainbridge Island is a unique community with a unique set of transportation needs. The City, which encompasses the entire island, is primarily residential but includes a variety of land uses and intensities of development from the urban Winslow area to farmlands and suburban communities. Each of these land uses has different transportation needs that ideally would be addressed separately; however, the entire roadway system operates as a system.

The backbone of the transportation system is the SR-305 corridor that runs from the Bainbridge Island ferry terminal north to the Agate PassagePass Bridge. This State facility not only provides regional travel to and from the Island, but also is an important connection for local traffic needs. The Island's transportation system is truly multimodal, with commute, school, recreation, and shopping trips being commonly taken by, foot, bicycle, bus, auto, and ferry. While Winslow and other more urban areas have sidewalks, bicycle lanes, and widened shoulders, which facilitate non-motorized movement, there are many areas of the City where pedestrians and bicyclists must share the vehicle travel lanes or walk on narrow, unimproved shoulders. Non-motorized issues have been discussed as part of the City of Bainbridge Island's Non-Motorized Transportation Plan, which serves as a sub-element to this Plan.

Traffic has increasingly become an issue for the community. Traffic from residential and economic growth has resulted in increased roadway volumes, oftentimes coupled with high vehicle speeds and congestion at intersections. This traffic increasedincreases conflicts with non-motorized users. In addition, the release of the ferry and other commuter traffic creates a surge of vehicles onto the highway and the entire roadway system. During peak commute hours and tourist season, the highway can be overwhelmedsoverwhelmed resulting in congestion and delays.

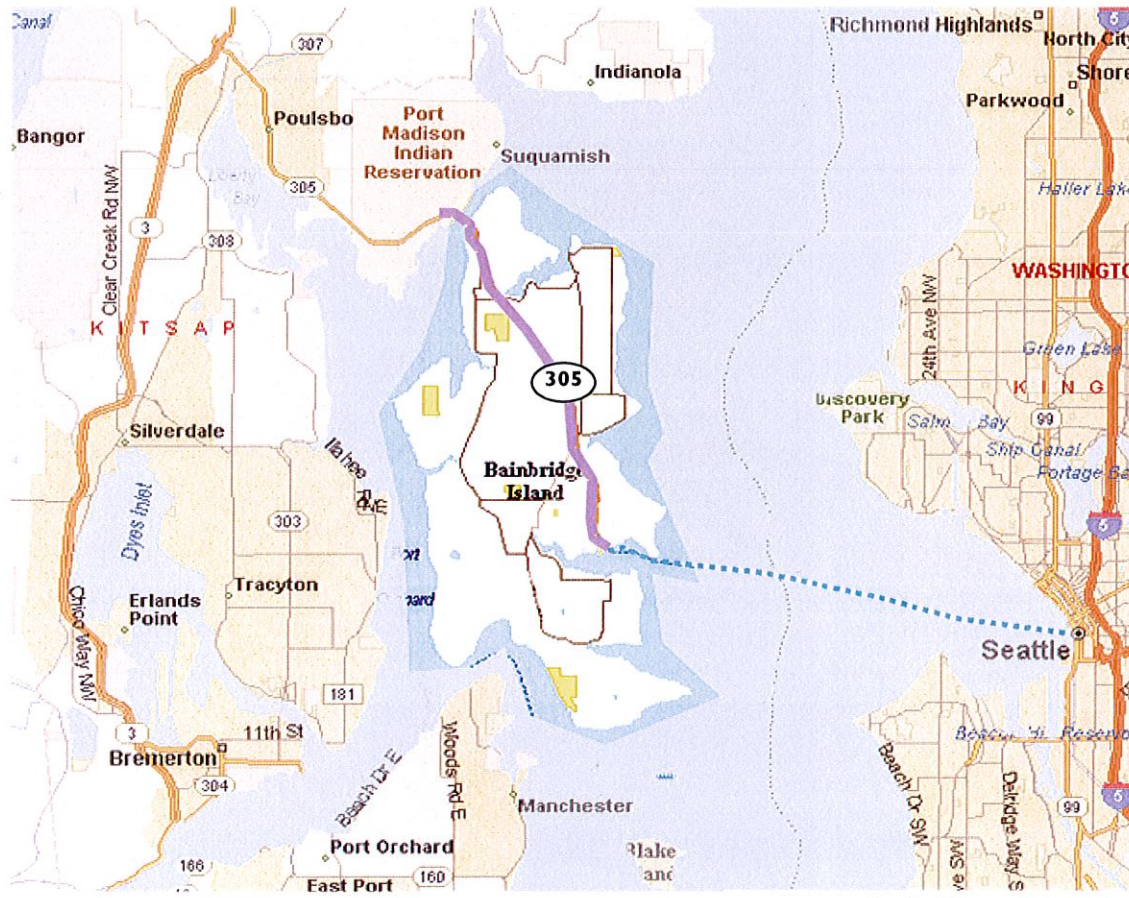
Plan Purpose

The Island Wide Transportation Plan (IWTP) represents an update and expansion of the 2004 Island-wide Transportation Study (IWTS) and the Transportation Element of the Comprehensive Plan. The IWTP focuses on the issues and desires of the Bainbridge Island community to develop a transportation system that will accommodate vehicle traffic patterns, within its multimodal environment. Figure 1-1 shows the study area and primary transportation features in relationship to the surrounding region.

The purpose of this effort is to provide an in-depth Plan of the existing and future traffic patterns to determine future transportation needs and solutions. The effort will include the development of a transportation model based on recent traffic counts, land use data, and roadway information that has allowed the analysis of existing and future travel needs. The emphasis in the model isisis to identify congested areas and the improvements needed to accommodate existing future vehicle trafficintraffic in light of the needs of all of the Island's transportation modes of travel.



Figure I-1
Planning



Credit: Microsoft Expedia

Island Wide Transportation Study
City of Bainbridge Island





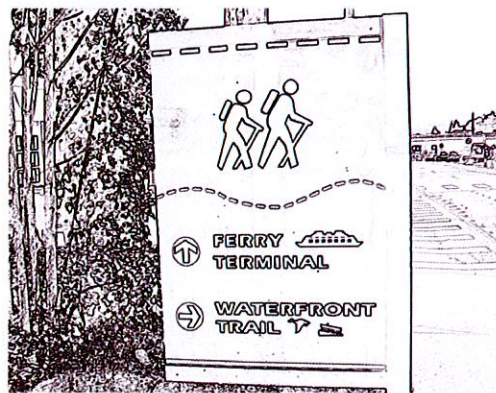
The IWTP incorporates information from other transportation planning efforts in order to provide a consistent approach to transportation problems. The IWTP uses information from the Winslow Master Plan, Non-Motorized Transportation Plan, and Comprehensive Plan to provide a single document that directs transportation planning efforts throughout the community.

Planning History

Bainbridge Island is planning under the Growth Management Act (GMA), and has prepared a Comprehensive Plan in accordance with the requirements of GMA. In 1994, the City's Transportation Plan provided discussion and analysis of the transportation needs of the Island, with the exception of the Winslow subarea that would be studied separately. The final study was adopted and incorporated in the Transportation Element of the City's 1994 Comprehensive Plan. Since that time, a number of Comprehensive Plan ~~updates~~~~updates~~ have occurred to clarify, modify, or revise various sections of the study, including those in the Transportation Element.



In 1995, the Winslow Master Plan, as a sub-element of the



Comprehensive Plan, provided focus of the transportation needs in the Winslow and ferry terminal areas. In ~~2002~~~~2002~~~~2002~~, a Non-Motorized Transportation Plan ~~waswaswas~~ adopted ~~whichproposes~~~~which~~ proposes a transportation system to meet the needs of pedestrians, bicyclists, and other non-motorized transportation users.

Each of these efforts had been developed with extensive effort and time by members of the community through steering committees, public participation, workshops, and surveys. Their influence is part of this plan and represents the values and thoughts of the community.

Relationship to Comprehensive Plan

The City of Bainbridge Island has developed its Comprehensive Plan under the requirements of the Growth Management Act (GMA). The GMA requires that jurisdictions identify existing transportation system characteristics, establish level of service ratings, identify existing and future deficiencies, develop improvement projects and strategies to mitigate deficiencies, and analyze projected revenues to ensure that necessary improvements will be constructed concurrent with demand.

In 1997, the State of Washington amended the GMA. One of the important provisions of the amendment was that all jurisdictions must update their Comprehensive Plans by 2002 and ~~periodically~~~~periodically~~~~periodically~~ thereafter to ensure that changes within the community are reflected in the plan.



The City is currently undergoing an update to its Comprehensive Plan, to be completed in 2016. The Island-wide Transportation Study (now IWTP) was last updated in 2004, and is being updated in 2015 to pre-inform concurrently with the development update of the ~~2016~~ Comprehensive Plan Update.

~~represents a stand-alone document that is adopted by the City Council after public review.~~ The IWTP addresses and provides a detailed analysis of a variety of transportation issues affecting the community. Elements of the IWTP will be used to develop the Transportation Element included as part of the updated Comprehensive Plan. It is intended that the IWTP will be adopted by Council following the public review during the Comprehensive Planning process and update of the as a reference document to Transportation Element of the Comprehensive Plan.

~~Development~~

~~The City of Bainbridge Island, through its Public Works Department, identified the need to develop a new transportation to address the transportation issues facing the community. The would also provide an update. The Transportation Element of the Comprehensive Plan. In 2001, the firms of Johnson, Davies and Lathrop, LLP, TModel Corporation, and Cascade Design Collaborative were hired as the consultant team to develop the.~~



Credit: WSDOT

~~A steering committee consisting of representative members of the community was formed to provide input into the plan development process, give direction to the consultant, and review analysis results and draft products. Members included a former mayor; a former City Council member; representatives from Team Winslow and the Municipal League; and citizens representing bicycling, traffic engineering, and community interests. Staff members from Public Works and Planning Department staff were also included. Following an initial organization meeting, the committee was expanded to include representatives from Kitsap Transit, Bainbridge Island Fire Department, Police Department, School District, Kitsap County, Suquamish Tribe, the Washington State Department of Transportation, and Washington State Ferries. The Steering Committee was responsible provides for the transportation policy. This includes identification of transportation issues, update of the goals and policies, development of level of service standards, and recommendations for major establishing a comprehensive vision for transportation, and setting overarching goals. The IWTP provides the technical data and analysis to facilitate transportation issues.~~

~~The IWTS's planning and provides for implementation of the vision, and goals, and policies were reviewed and adopted by the Planning Commission established in May 2002, then shared with the City Council's Public Works and Transportation Committee and Land Use Committee. The draft plan study was completed in July 2003 and shared with the Planning Commission and City Council in a joint workshop. After and submitted for review by City Staff and the Planning Commission, Recommended changes were incorporated into the document and the final plan~~



~~was submitted for adoption consideration by City Council. The study was adopted by the City Council on ____ 2003 by Ordinance No. ____ Elements of the IWTS were extracted to serve as the Transportation Element update to the Comprehensive Plan.~~

Plan Update

The Study was last updated in 2003 and accepted in 2004 by the City Council. The development of the original Study involved an expensive consultant led effort with considerable public outreach.

The City's Non-Motorized Transportation Advisory Committee (NMTAC) and Staff have worked together to evolve the City's level of thinking for non-motorized planning. This work has been reflected in Comprehensive Plan updates. Future updates will provide an opportunity to formalize these on-going efforts and build upon the original 2003 effort.

The NMTAC and Staff recognize the huge effort that was involved with creating the original Island-wide Transportation Study. This study is comprehensive and is still largely relevant today. Those involved also recognize that to repeat an endeavor of that scale will take considerable volunteer and staff time as well as financial resources. At this time, the City has been very successful in procuring grant funding to provide for the delivery of a number of significant capital improvements including the Sound to Olympics (STO) Trail, the Wing Point Way Reconstruction, and the Wyatt Way Reconstruction projects. The priority for resources at this time is best spent in implementation as these improvements include grant funds with local match components.

Public involvement of the Plan will be limited to comments taken at regular NMTAC meetings during the development of the update and at the time the draft plan is presented to the Planning Commission for comment.

It is envisioned that this update will be accomplished by Staff working with the NMTAC to review and comment on a chapter by chapter basis. The City has engaged the services of Transportation Solutions Incorporated (TSI) to support the City Council in considering implementation of Transportation Impact Fees. This effort involves extensive traffic counts and the creation of a transportation model. TSI's scope of services includes updating information and exhibits in the update.

Plan Organization

The Island Wide Transportation Plan is organized ~~in Island Wide Transportation Study~~ in nine chapters. These correspond to the goals and policies developed by the Steering Committee to guide the Plan. Each chapter addresses one or more of the Plan goals and discusses how the policies were implemented by the City for each goal. The chapters are as follows:



Chapter 2: ~~Goals and Policies~~

~~Chapter 3:~~ Sustainability and Quality of Life

Chapter ~~43~~: Operations and Mobility

Chapter 4: SR305

Chapter 5: ~~SR305~~

~~Chapter 6:~~ Safety and Maintenance

Chapter ~~76~~: Non-motorized Transportation

Chapter ~~87~~: Other Transportation Systems

Chapter ~~98~~: Financing

A matrix is provided below showing where in the IWTP the information is contained to address Growth Management Act requirements for transportation planning in accordance with RCW 36.70A.070(6).

<u>Table 1 -1, GMA requirements for Transportation Planning.</u>	
Land use assumptions used in estimating travel. (i)	Refer to Chapter 4 and Appendix ?3 .
Estimated traffic impacts to State owned transportation facilities. (ii)	Refer to Chapter 54 .
Inventory of transportation facilities and services. (iii-A)	Refer to Figure 43 -1, Roadway Classifications, Figure 87 -1, Ferry Routes and Figure 87 -5 Kitsap Transit Routes.
Level of service standards for locally owned arterials and transit routes. (iii-B)	Refer to Chapter 43 and Chapter 87 .
Level of service standard for state highways. (iii-C)	Refer to Chapter 43 .
Actions to correct current level of service deficiencies. (iii-D)	Refer to Chapters 43 and 54 .
Traffic forecasts. (iii-E)	Refer to Chapters 43 and 54 .
Identification of needs to meet future local and state system demands. (iii-F)	Refer to Chapters 43 and 54 .



Probable funding capacity (iv-A)	Refer to Chapter <u>98</u> .
Multi-year financing plan to meet road and transit level of service standards over the next 6 years. (iv-B)	Refer to Chapter <u>98</u> .
Probable funding shortfalls and strategies to address funding needed to meet or reassess level of service standards. 4. (iv-C)	Refer to Chapter <u>98</u> .
Assessment of impacts of plan on neighboring jurisdictions. (v)	Refer to Chapters <u>3</u> , <u>4</u> , <u>5</u> , and <u>87</u> .
Demand Management Strategies. (vi)	Refer to Chapter <u>87</u> .
Non-Motorized element planned improvements. (vii)	Refer to Chapter <u>76</u> and <u>98</u> .